

# BookletChart<sup>TM</sup>

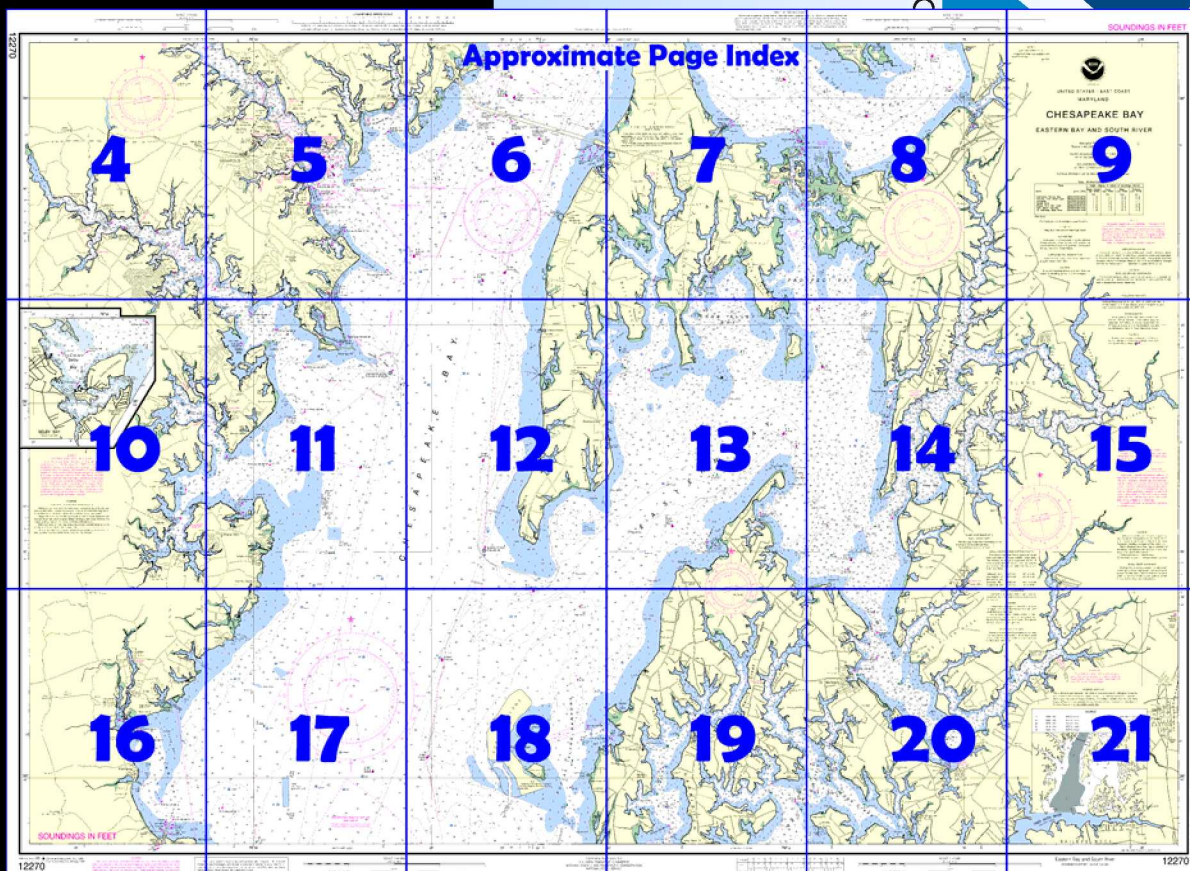
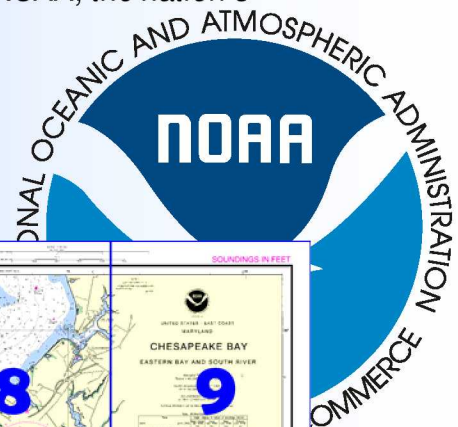
## Chesapeake Bay - Eastern Bay and South River

(NOAA Chart 12270)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

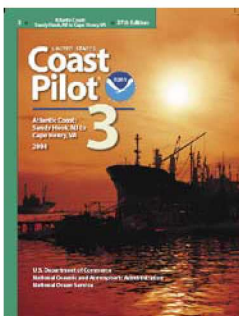
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 3, Chapter 13 excerpts]**

(68) **Herring Bay**, has depths of 14 to 7 feet. **Long Bar** with depths of 2 to 5 feet, extends from the north side to 1 mile of Holland Point.

(69) **Herrington Harbour** is entered through a jettied channel marked by a **199°** lighted range and other aids; the channel had a depth of 7 feet. Gasoline, diesel fuel, water, and berths are available.

(70) **Rockhold Creek** has shelter for small boats. A marked channel leads from the bay to a turning basin at **Deale**; the depths were 5.3

feet (5.7 feet at midchannel) to Daybeacon 10; 1.8 feet (3.0 feet at midchannel) to the head. Depths are 2.1 to 3.0 feet for 0.4 mile above the bridge. A light marks the outer end of the breakwater on the north side of the entrance. The bridge above the entrance has a clearance of 10 feet.

(71) A 6 m.p.h. **speed limit** is enforced in Rockhold Creek.

(72) There are small-craft facilities on Rockhold Creek.

(75) small-craft facilities are at Galesville and close by.

(76) **Parish Creek** is entered by a marked channel which leads to an anchorage basin, and thence to **Shady Side**; centerline depth was 6 feet to the anchorage basin; 3½ feet in the channel in south fork. Depths of 3½ to 5 feet were in the basin. A 6 m.p.h. **speed limit** is enforced.

(77) Small-craft facilities on Parish Creek and at Shady Side provide gasoline, water, berths, and marine supplies.

(80) **Bear Neck Creek** has depths of 9 to 5 feet for 1 mile. The entrance is marked by daybeacons.

(81) Small-craft facilities are on Cadle Creek and Bear Neck Creek.

(83) **South River** has channel depths of 14 feet to the second bridge then shoals to 2 feet at the bridge near the head. The channel is marked to 0.3 mile below the second bridge. Most of these tributaries provide good anchorage.

(84) **Minimum wake areas** and a 6-knot **speed limit** are enforced in parts of the river, coves and creeks.

(86) **Selby Bay** has depths of 8 to 11 feet. The south end is shallow. The channel to **Selby Beach** is marked by lights and a daybeacon. **Ramsay Lake** has a depth of 5½ feet in the entrance, thence 7 to 8 feet in the lake.

(87) Small-craft facilities are on Selby Bay and in Ramsey Lake.

(89) **Glebe Bay** has depths of 13 to 15 feet. avoid the 2-foot shoal near midbay and along the northwest and southeast sides. **Glebe Creek**; depths of 11 to 7 feet for 0.4 mile. Gasoline, water, and berths are available in the cove on the north side.

(94) **Fishing Creek** has depths of 7 to 4 feet. A channel leads from Chesapeake Bay to the **Annapolis Coast Guard Station** on the northwest side; the marked channel had a depth of 4½ feet.

#### **[Coast Pilot 3, Chapter 14 excerpts]**

(226) **Poplar Harbor** has secure anchorage in depths of 4 to 6 feet.

(227) **Poplar Island Narrows**. The channel through the narrows is marked; shoaling to 5½ feet was in the southern entrance.

(231) **Cox Creek**. The channel has depths of 22 feet for 1.5 miles; 11 feet for 2 miles; 7 feet for 2 more miles; then shoals to 2 feet

(236) **Little Creek** is entered through a marked channel which leads to a basin; the depths were 3½ feet in the west half, 1½ feet in the east half of the channel to the basin, thence 2½ to 6 feet in the basin; gasoline, water, marine supplies, berths.

(242) Miles River channel has depths of 20 feet for 6 miles, thence 10 feet to the bridge 11 miles above the mouth, and lesser depths to the head. A shallow **middle ground** 2 miles above the entrance bares at low water but is well marked.

(243) **Tilghman Creek**. The entrance, marked by a light and daybeacons, has depths of 8 feet; depths of 11 to 8 feet are inside for the remainder of its 1-mile length. stay in midchannel to carry the best water. At the upper end, slips are available at a county wharf; depths of 6 feet are alongside.

(244) **Wye River**. The northerly approach is limited to depths of 9 feet; the southerly approach has depths of 30 feet or more. Both approaches are marked.

(245) The twisting channels, some marked by daybeacons, require local knowledge. The channel has depths of 30 feet or more for 2 miles; 10 feet for 4 miles; 6 feet for 1.5 miles and shoaler depths to the head.

(247) **Wye Narrows**. The channel has a depth of 6 feet. Midway along the narrows is a highway bridge with a clearance of 10 feet.

(249) **St. Michaels** has a marked entrance with depths of 10 feet; the harbor had depths of 7 to 10 feet in the middle with lesser depths towards the shores, thence 5½ feet in the channel leading south to a basin with a depth of 5 feet at the end.

(252) **Leeds Creek**; marked at the entrance by a daybeacon; has depths of 5 feet for 2 miles to **Tunis Mills**, then shoals to 3 feet at the head. The bridge from Tunis Mills to **Copperville** has a clearance of 6 feet.

(256) Marinas 3-4 miles north of Kent Point provide supplies, gasoline, diesel fuel and slips; the depth was 2½ feet in the south marina, 6 feet in the north marina.

(258) **Matapeake**. The jettied entrance channel has a depth of 7 feet to a pier of the Maryland Marine Police.


# Table of Selected Chart Notes

**NOTE B**  
Poplar Island restoration project.  
Access channel for construction,  
use only.

Corrected through NM Aug. 5/06  
Corrected through LNM Aug. 1/06

**NOTE C**  
QUEENSTOWN CREEK  
A depth of 7 feet was available with  
local knowledge.  
Aug 2009

**HEIGHTS**  
Heights in feet above Mean High Water.

**PLANE COORDINATE GRID**  
(based on NAD 1927)  
The Maryland State Grid is indicated on this  
chart at 20,000 foot intervals thus:   
The last three digits are omitted.

Mercator Projection  
Scale 1:40,000 at Lat. 38° 52'  
North American Datum of 1983  
(World Geodetic System 1984)

**SOUNDINGS IN FEET**  
AT MEAN LOWER LOW WATER

**NOAA WEATHER RADIO BROADCASTS**  
The NOAA Weather Radio stations listed  
below provide continuous weather broadcasts.  
The reception range is typically 20 to 40  
nautical miles from the antenna site, but can be  
as much as 100 nautical miles for stations at  
high elevations.

Baltimore, MD	KEC-83	162.40 MHz
Washington, DC (Manassas, VA)	KHB-36	162.55 MHz
Salisbury, MD	KEC-92	162.475 MHz
Sudlersville, MD	WXK-97	162.50 MHz

**CAUTION**  
Temporary changes or defects in aids to  
navigation are not indicated on this chart. See  
Local Notice to Mariners.  
During some winter months or when endan-  
gered by ice, certain aids to navigation are  
replaced by other types or removed. For details  
see U.S. Coast Guard Light List.

**CAUTION**  
Improved channels shown by broken lines are  
subject to shoaling, particularly at the edges.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for  
supplemental information concerning aids to  
navigation.


**WARNING**  
The prudent mariner will not rely solely on  
any single aid to navigation, particularly on  
floating aids. See U.S. Coast Guard Light List  
and U.S. Coast Pilot for details.

**SMALL CRAFT WARNINGS**  
During the boating season small-craft  
warnings will be displayed from sunrise to  
sunset on Maryland Marine Police Cruisers  
while underway in Maryland waters of the  
Chesapeake Bay and tributaries.

**RADAR REFLECTORS**  
Radar reflectors have been placed on many  
floating aids to navigation. Individual radar  
reflector identification on these aids has been  
omitted from this chart.

**AUTHORITIES**  
Hydrography and topography by the National  
Ocean Service, Coast Survey, with additional  
data from the Corps of Engineers, Geological  
Survey, and U.S. Coast Guard.

**SUPPLEMENTAL INFORMATION**  
Consult U.S. Coast Pilot 3 for important  
supplemental information.

**CAUTION**  
Mariners are warned to stay clear of the pro-  
tective riprap surrounding navigational light  
structures shown thus: 

For Symbols and Abbreviations see Chart No. 1

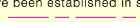
**CAUTION**  
Limitations on the use of radio signals as  
aids to marine navigation can be found in the  
U.S. Coast Guard Light Lists and National  
Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial  
broadcasting stations are subject to error and  
should be used with caution.  
Station positions are shown thus:  
○ (Accurate location) ◦ (Approximate location)

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S.  
Coast Pilot 3. Additions or revisions to Chapter 2 are pub-  
lished in the Notice to Mariners. Information concerning the  
regulations may be obtained at the Office of the Commander,  
5th Coast Guard District in Portsmouth, Virginia or at the  
Office of the District Engineer, Corps of Engineers in  
Baltimore, Maryland.  
Refer to charted regulation section numbers.

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the  
National Response Center via 1-800-424-8802 (toll free), or  
to the nearest U.S. Coast Guard facility if telephone com-  
munication is impossible (33 CFR 153).

**NOTE Z**  
**NO-DISCHARGE ZONE, 40 CFR 140**  
Under the Clean Water Act, Section 312, all vessels  
operating within a No-Discharge Zone (NDZ) are completely  
prohibited from discharging any sewage, treated or  
untreated, into the waters. All vessels with an installed  
marine sanitation device (MSD) that are navigating, moored,  
anchored, or docked within a NDZ must have the MSD  
disabled to prevent the overboard discharge of sewage  
(treated or untreated) or install a holding tank. Regulations  
for the NDZ are contained in the U.S. Coast Pilot.  
Additional information concerning the regulations and  
requirements may be obtained from the Environmental  
Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

**CAUTION**  
**FISH TRAP AREAS AND STRUCTURES**  
Mariners are warned that numerous uncharted duck blinds and  
fishing structures, some submerged, may exist in the fish trap areas.  
Such structures are not charted unless known to be permanent.  
Regulations to assure clear passage to and through dredged and  
natural channels, and to established landings, are prescribed by the  
Corps of Engineers in the Code of Federal Regulations.  
Definite limits of fish trap areas have been established in some  
areas, and those limits are shown thus:   
Where definite limits have not been prescribed, the location of  
fishing structures is restricted only by the regulations.

**CAUTION**  
**BASCULE BRIDGE CLEARANCES**  
For bascule bridges, whose spans do not open to a full upright or  
vertical position, unlimited vertical clearance is not available for the  
entire charted horizontal clearance.

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum  
of 1983 (NAD 83), which for charting purposes is considered equivalent  
to the World Geodetic System 1984 (WGS 84). Geographic positions  
referred to the North American Datum of 1927 must be corrected an average  
of 0.422" northward and 1.171" eastward to agree with this chart.

**SOURCE DIAGRAM**  
The outlined areas represent the limits of the most recent hydrographic survey  
information that has been evaluated for charting. Surveys have been banded in  
this diagram by date and type of survey. Channels maintained by the U.S. Army  
Corps of Engineers are periodically resurveyed and are not shown on this diagram.  
Refer to Chapter 1, [United States Coast Pilot](#).

**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published  
weekly by the National Geospatial-Intelligence Agency and the Local Notice to  
Mariners (LNM) issued periodically by each U.S. Coast Guard district to the  
dates shown in the lower left hand corner. Chart updates corrected from Notice to  
Mariners published after the dates shown in the lower left hand corner are available at  
[nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to promote safe navigation. The National  
Ocean Service encourages users to submit corrections, additions, or comments for  
improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean  
Service, NOAA, Silver Spring, Maryland 20910-3282.

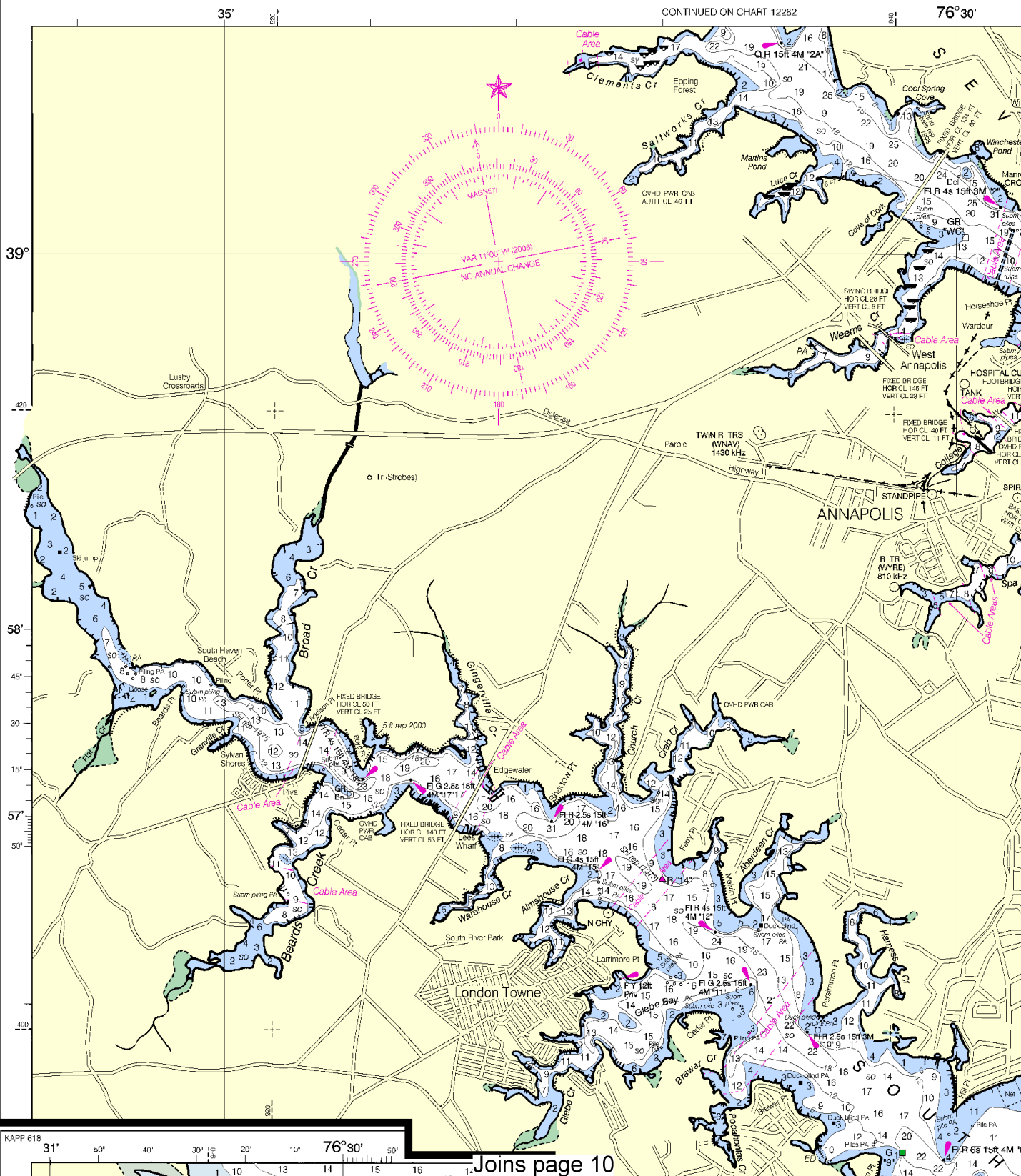
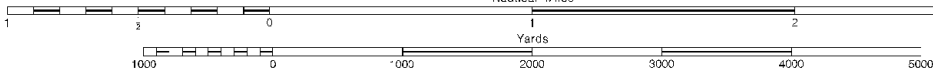
TIDAL INFORMATION					
Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
Fairhaven, Herring Bay	(38°45'N/76°33'W)	1.3	1.1	0.2	-4.0
Thomas Point Shoal Light	(38°54'N/76°28'W)	1.4	1.1	0.2	-4.0
Annapolis	(38°59'N/76°29'W)	1.4	1.2	0.2	----
Sandy Point	(39°01'N/76°23'W)	1.2	1.0	0.2	-4.0
Bloody Point Bar Light	(38°50'N/76°24'W)	1.6	1.3	0.2	-5.0
Kent Island Narrows	(38°58'N/76°15'W)	1.8	1.5	0.3	-4.0
St. Michaels, Miles River	(38°47'N/76°13'W)	1.8	1.5	0.3	-4.0

(Mar 2006)



12270

SCALE 1:40,000  
Nautical Miles



4



Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

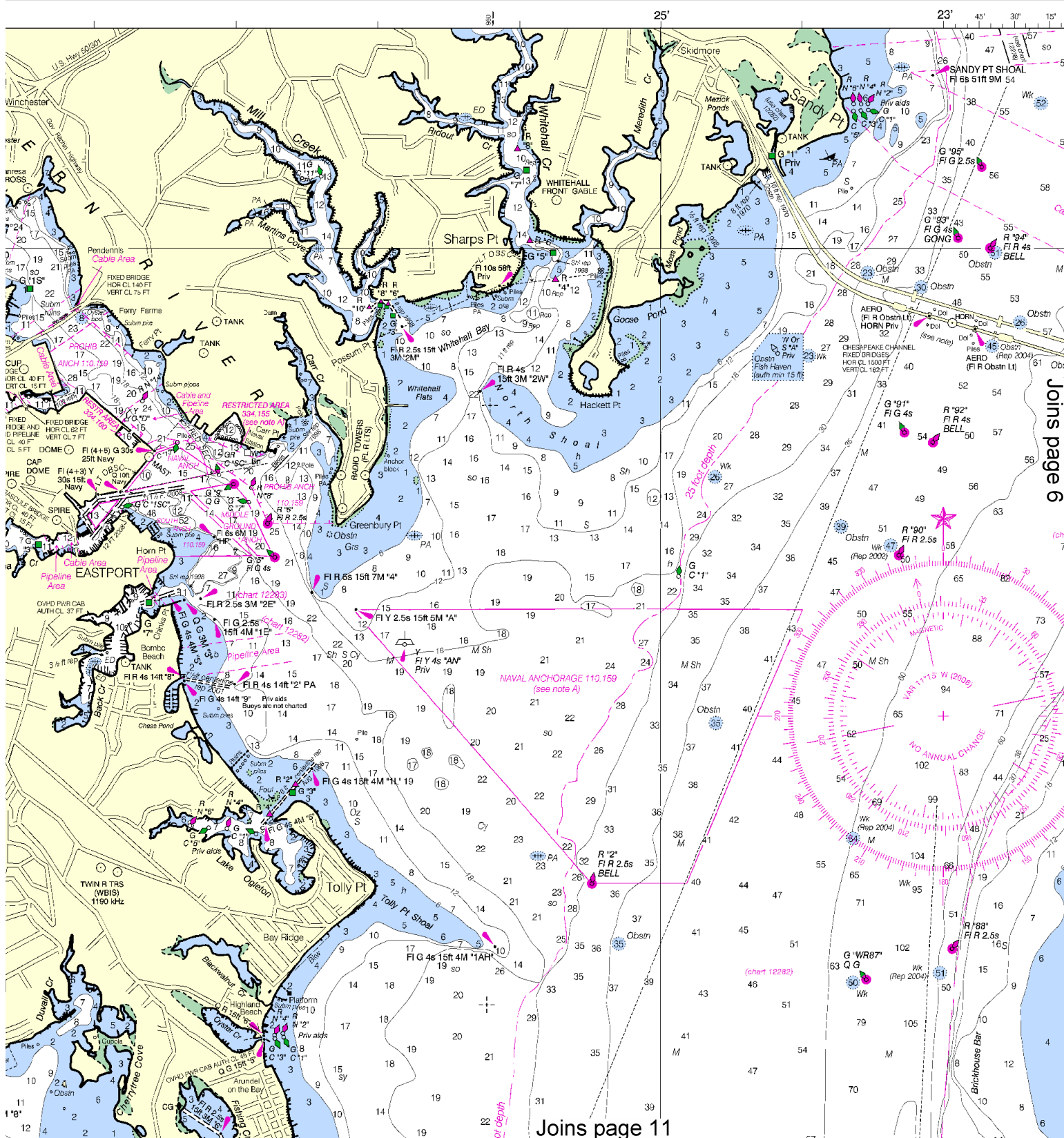
See Note on page 5.







To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



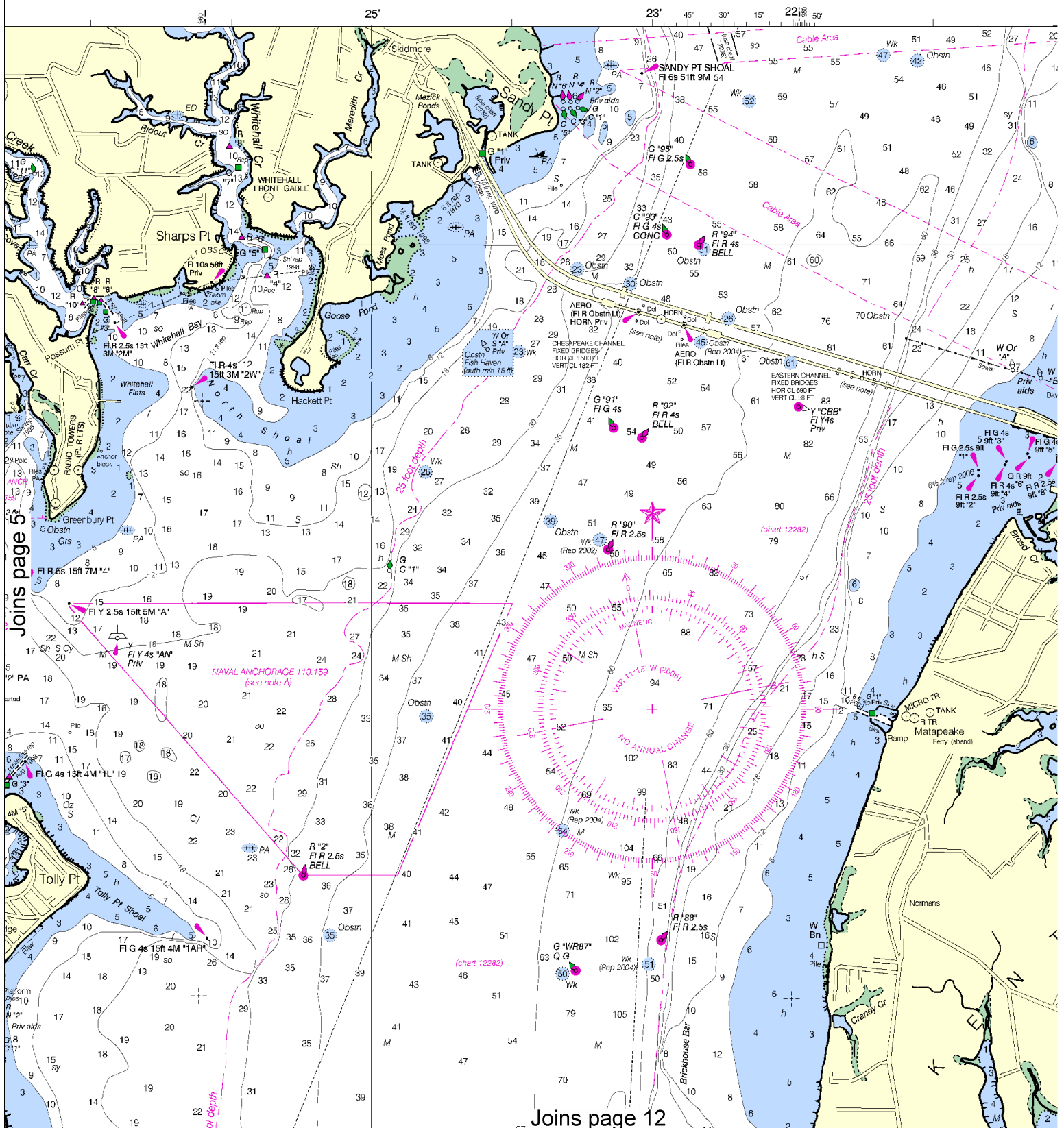
This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:53333. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

# LOGARITHMIC SPEED SCALE

4 5 6 7 8 9 10 15 20 25 30 40 50 60

dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

Formerly C&GS 650, 1st Ed., June



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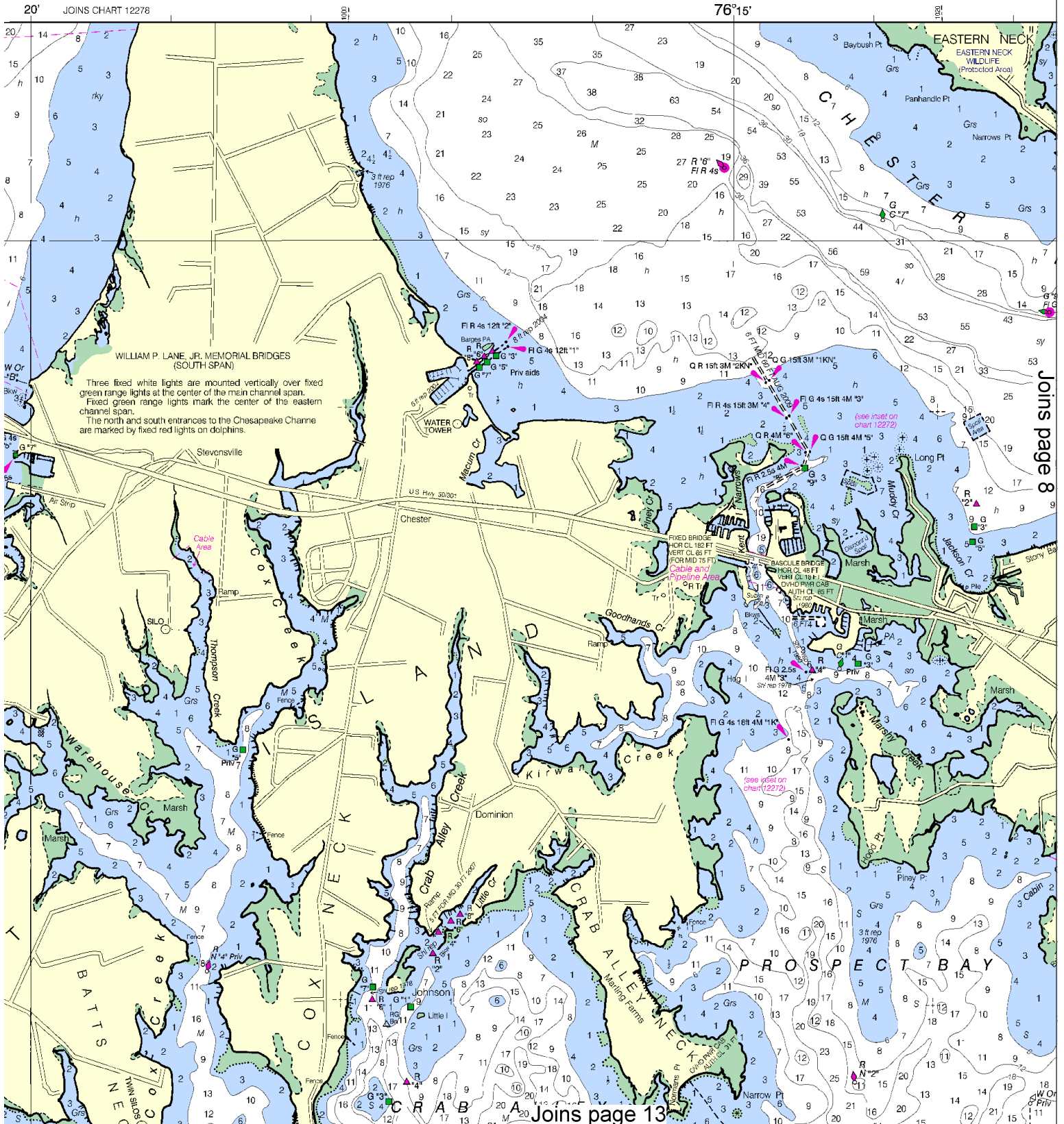
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

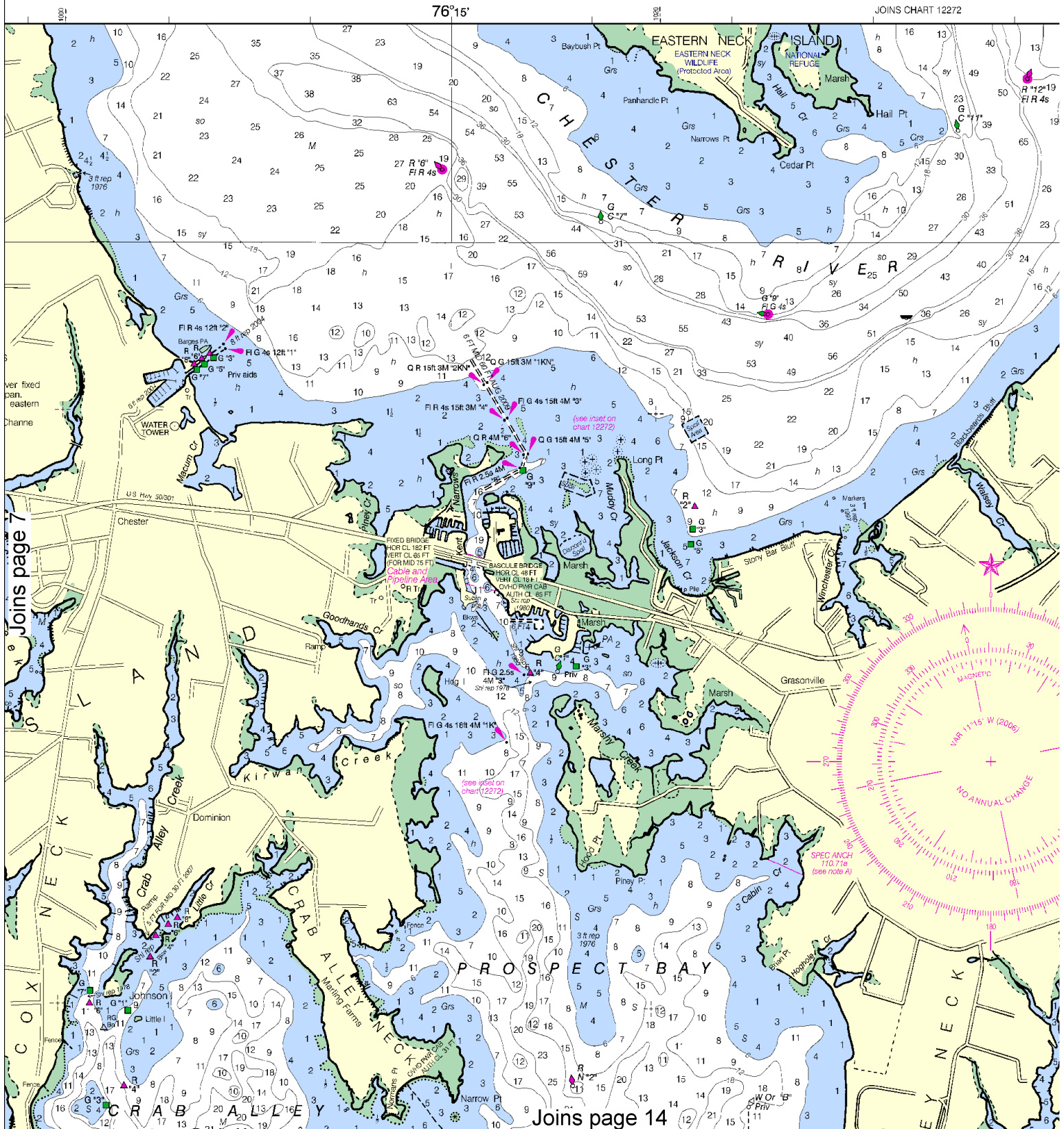






PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).



Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

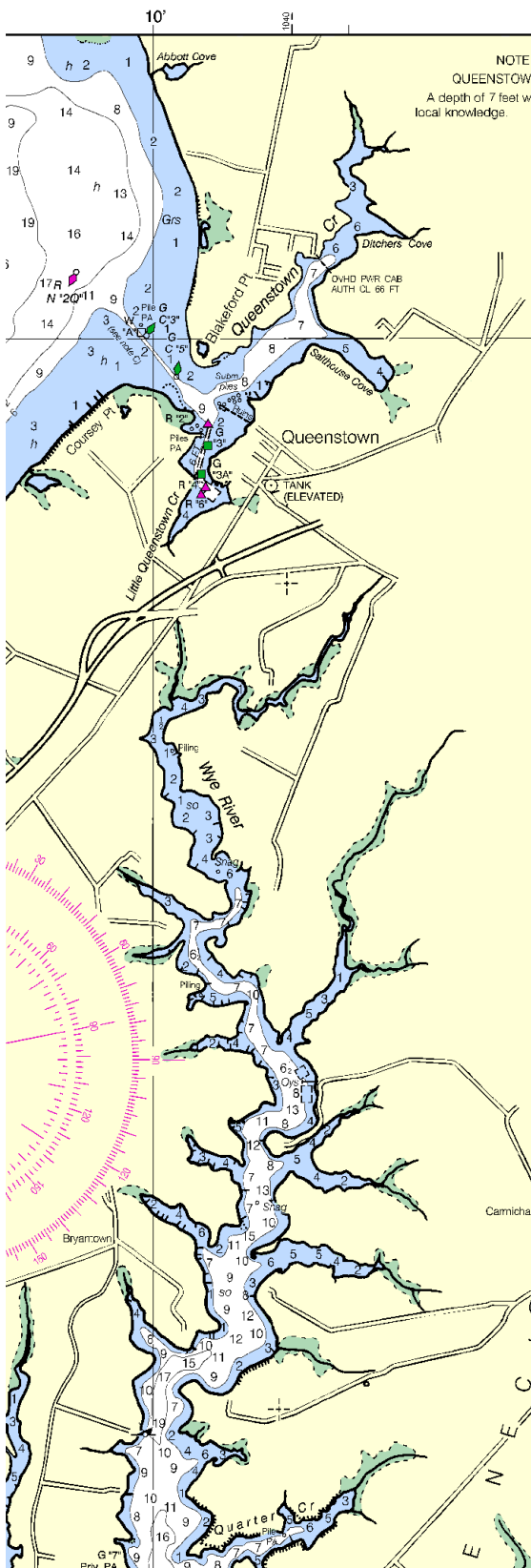




SCALE 1:40,000  
Nautical Miles



SOUNDINGS IN FEET



NOTE C  
QUEENSTOWN CREEK  
A depth of 7 feet was available with  
local knowledge  
Aug 2009



UNITED STATES - EAST COAST  
MARYLAND

# CHESAPEAKE BAY

## EASTERN BAY AND SOUTH RIVER

Mercator Projection  
Scale 1:40,000 at Lat. 38° 52'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional Information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

### TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)				
		Mean High Water	Higher High Water	Mean Low Water	Mean Low Water	Extreme Low Water
Fairhaven, Herring Bay	(38°45'N/76°33'W)	1.3	1.1	0.2	0.2	-4.0
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Bloody Point Bar Light	(38°50'N/76°24'W)	1.6	1.3	0.2	0.2	-5.0
Kent Island Narrows	(38°58'N/76°15'W)	1.8	1.5	0.3	0.3	-4.0
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(Mar 2006)

For Symbols and Abbreviations see Chart No. 1

### HEIGHTS

Heights in feet above Mean High Water.

### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

### CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Baltimore, Maryland.

Refer to charted regulation section numbers.

### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.422" northward and 1.171" eastward to agree with this chart.

### CAUTION

#### BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

### POLLUTION REPORTS

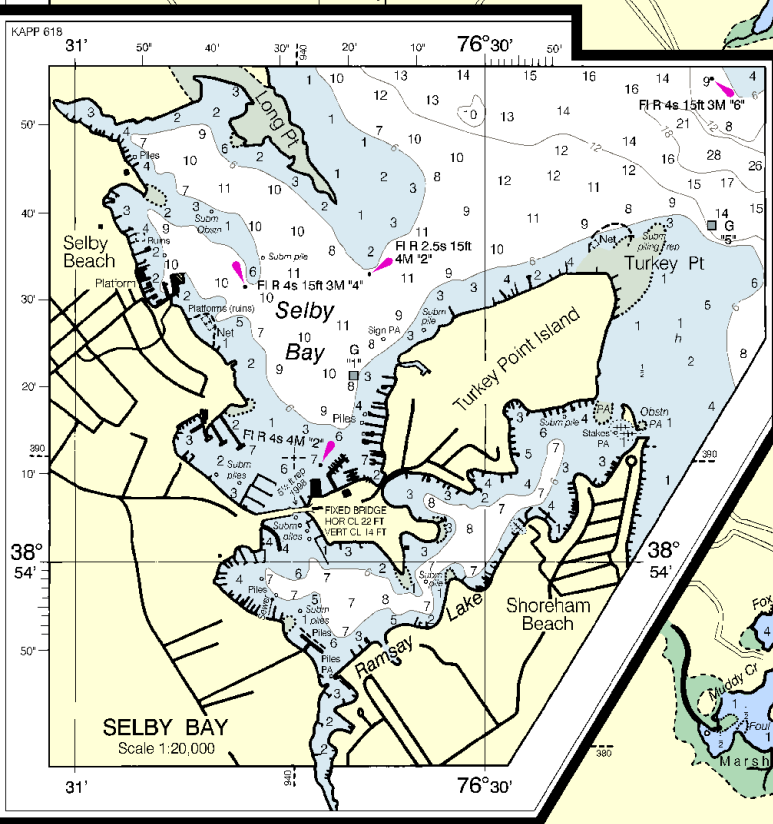
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

### RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be

Joins page 15

Joins page 4



**NOTE Z**  
**NO-DISCHARGE ZONE, 40 CFR 140**

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

**CAUTION**

**FISH TRAP AREAS AND STRUCTURES**

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels, and to established landings, are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits of fish trap areas have been established in some areas, and those limits are shown thus: \_\_\_\_\_

Where definite limits have not been prescribed, the location of fishing structures is restricted only by the regulations.

Joins page 16

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

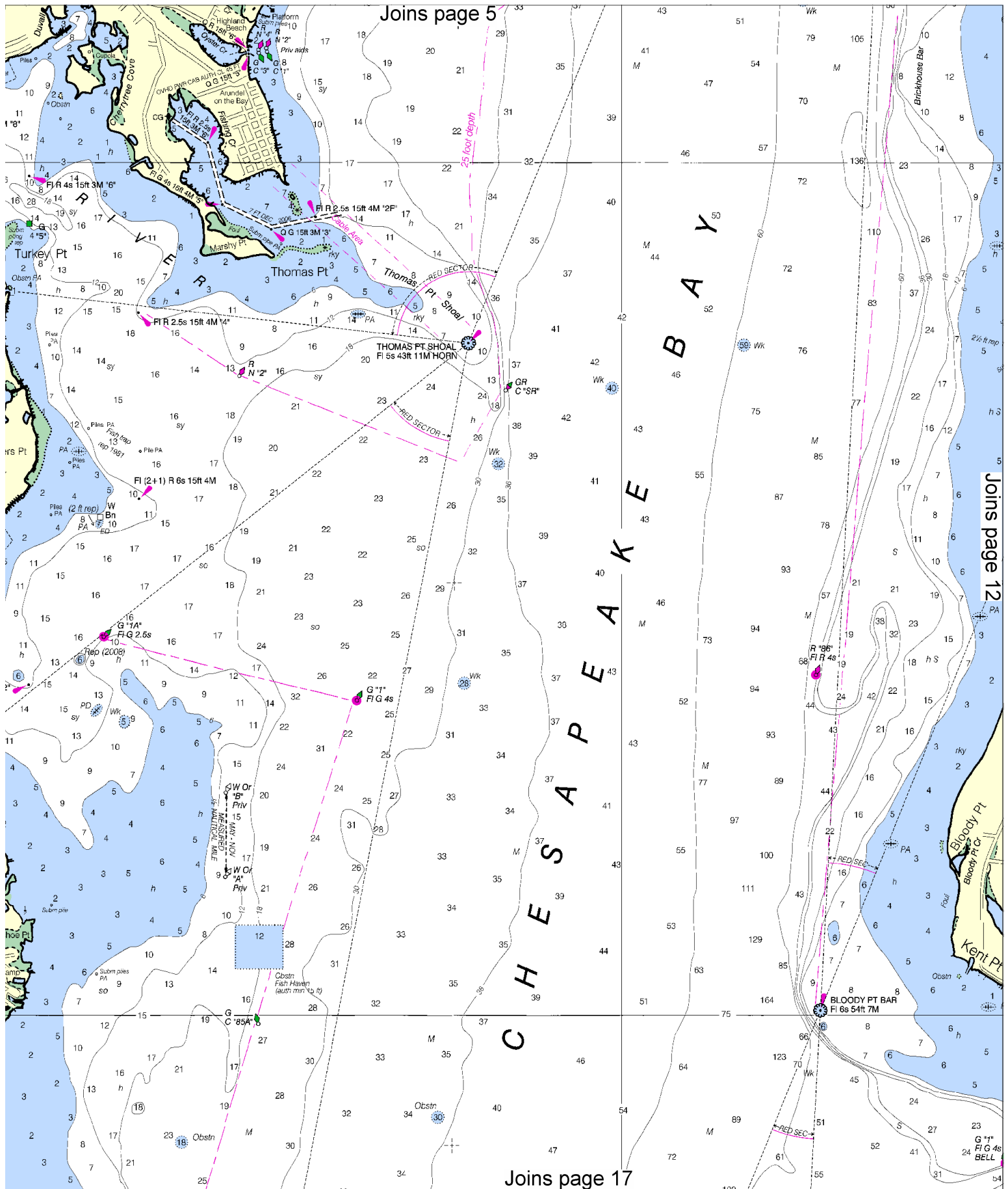
See Note on page 5.

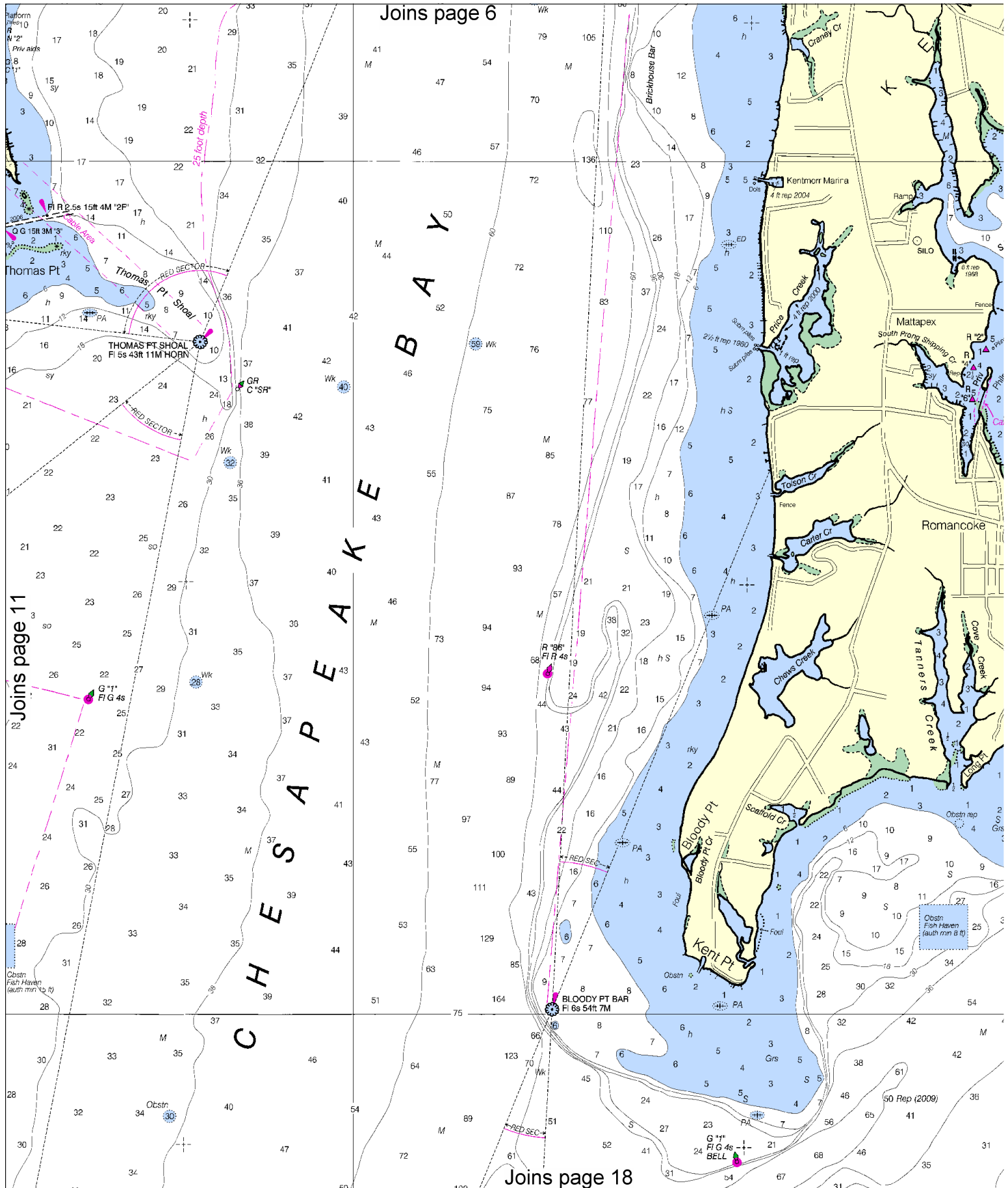


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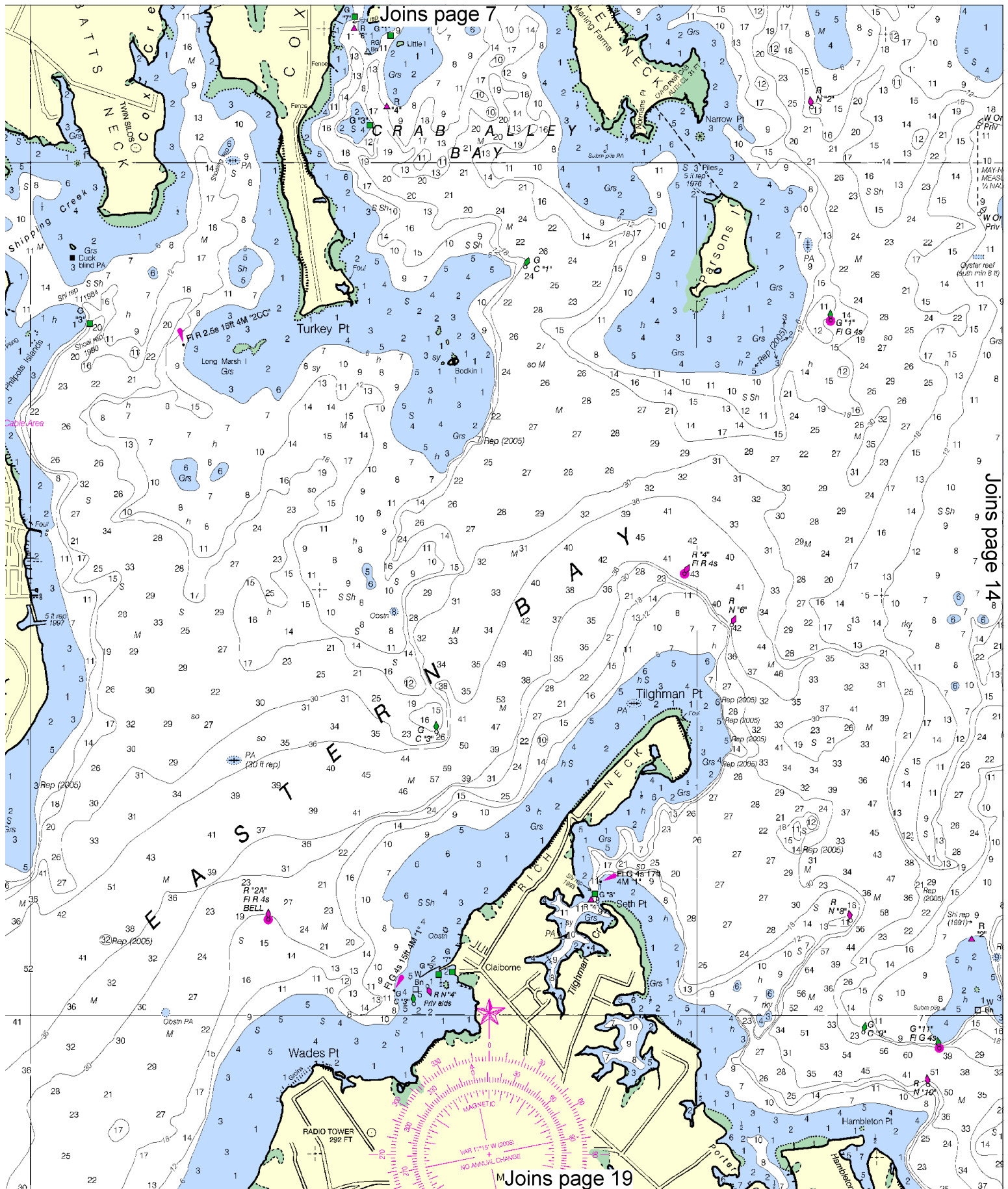















#### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

#### RACING BUOYS

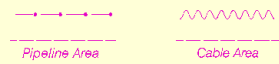
Racing buoys within the limits of this chart are not shown herein. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

#### CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

#### CAUTION

**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

#### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

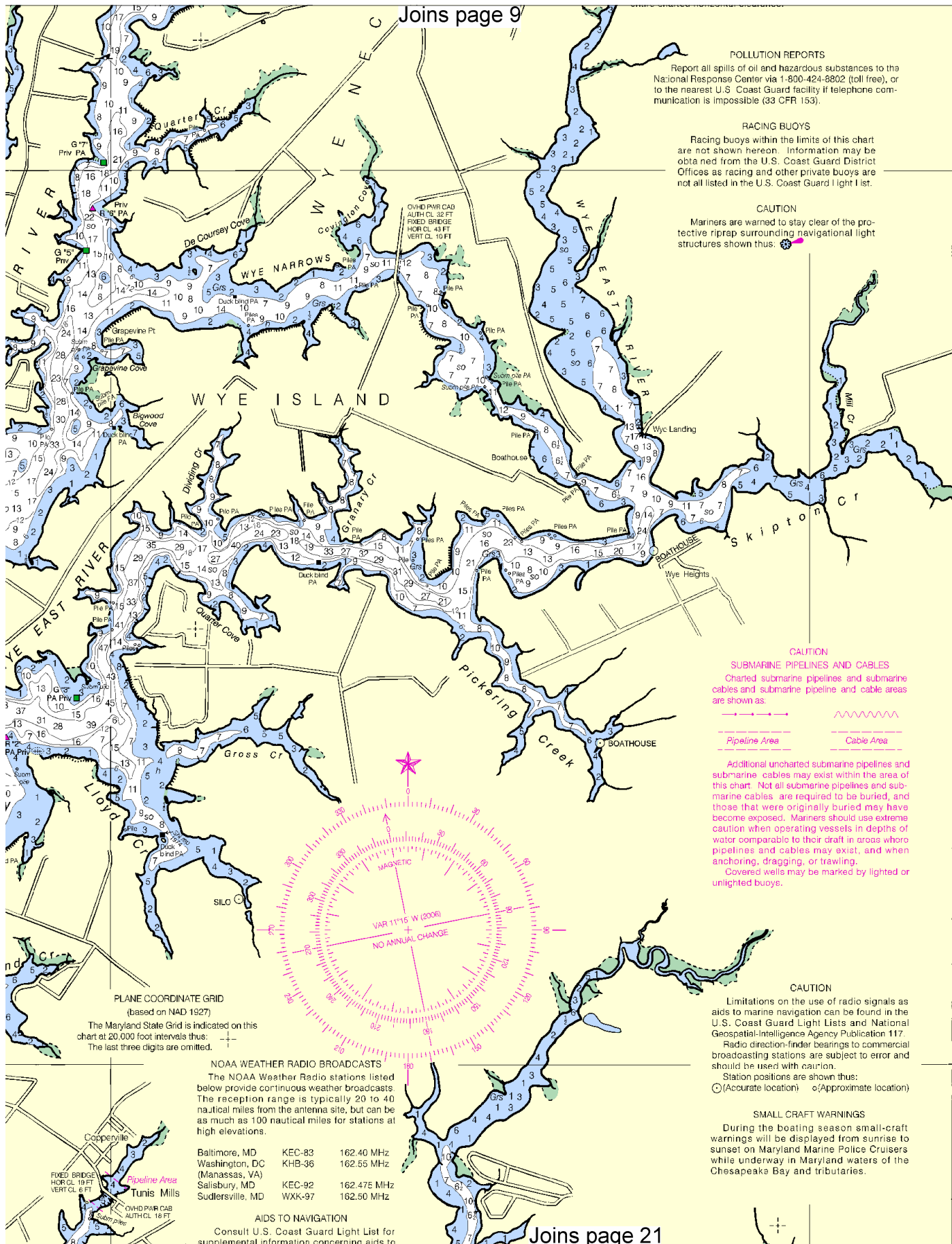
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙ (Accurate location)    ○ (Approximate location)


#### SMALL CRAFT WARNINGS

During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.



#### PLANE COORDINATE GRID

(based on NAD 1927)

The Maryland State Grid is indicated on this chart at 20,000 foot intervals thus: . The last three digits are omitted.

#### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Baltimore, MD	KEC-83	162.40 MHz
Washington, DC	KHB-36	162.55 MHz
(Manassas, VA)		
Salisbury, MD	KEC-92	162.475 MHz
Sudlersville, MD	WXX-97	162.50 MHz

#### AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to



This nautical chart depicts Long Island Sound, New York, with soundings in feet. The chart includes the following details:

- Geographical Features:** Towns such as Fairhaven, Leitch, Deal, and Rose Haven are labeled. Waterways include Rockport Cr, Broadwater Cr, and Carrs Cr. Islands like Franklin Pt and Deal's Pt are shown.
- Soundings:** Numerous depth soundings are provided in feet, ranging from 1 to 32. A pink line indicates a "NO DISCHARGE ZONE (see note 2)".
- Navigational Aids:** Various aids are marked, including "G 15ft 3M 13", "FIR 4s 15ft 4M 11", "FIR 4s 15ft 3M 12", "FIR 4s 15ft 3M 11", "FIR 4s 15ft 3M 10", "FIR 4s 15ft 3M 9", "FIR 4s 15ft 3M 8", "FIR 4s 15ft 3M 7", "FIR 4s 15ft 3M 6", "FIR 4s 15ft 3M 5", "FIR 4s 15ft 3M 4", "FIR 4s 15ft 3M 3", "FIR 4s 15ft 3M 2", "FIR 4s 15ft 3M 1", "FIR 4s 15ft 3M 0", "FIR 4s 15ft 3M -1", "FIR 4s 15ft 3M -2", "FIR 4s 15ft 3M -3", "FIR 4s 15ft 3M -4", "FIR 4s 15ft 3M -5", "FIR 4s 15ft 3M -6", "FIR 4s 15ft 3M -7", "FIR 4s 15ft 3M -8", "FIR 4s 15ft 3M -9", "FIR 4s 15ft 3M -10", "FIR 4s 15ft 3M -11", "FIR 4s 15ft 3M -12", "FIR 4s 15ft 3M -13", "FIR 4s 15ft 3M -14", "FIR 4s 15ft 3M -15", "FIR 4s 15ft 3M -16", "FIR 4s 15ft 3M -17", "FIR 4s 15ft 3M -18", "FIR 4s 15ft 3M -19", "FIR 4s 15ft 3M -20", "FIR 4s 15ft 3M -21", "FIR 4s 15ft 3M -22", "FIR 4s 15ft 3M -23", "FIR 4s 15ft 3M -24", "FIR 4s 15ft 3M -25", "FIR 4s 15ft 3M -26", "FIR 4s 15ft 3M -27", "FIR 4s 15ft 3M -28", "FIR 4s 15ft 3M -29", "FIR 4s 15ft 3M -30", "FIR 4s 15ft 3M -31", "FIR 4s 15ft 3M -32".
- Infrastructure:** Bridges are marked with "FIXED BRIDGE" and "HUR CL 47 FT VERT CL 14 FT". Other structures include "TOWER", "TANK", "Duck blind", "Subm piling", "Piling PA", "Platform PA", "House", "Priv", "F Y 19ft", "F Y 18ft", "F Y 17ft", "F Y 16ft", "F Y 15ft", "F Y 14ft", "F Y 13ft", "F Y 12ft", "F Y 11ft", "F Y 10ft", "F Y 9ft", "F Y 8ft", "F Y 7ft", "F Y 6ft", "F Y 5ft", "F Y 4ft", "F Y 3ft", "F Y 2ft", "F Y 1ft", "F Y 0ft", "F Y -1ft", "F Y -2ft", "F Y -3ft", "F Y -4ft", "F Y -5ft", "F Y -6ft", "F Y -7ft", "F Y -8ft", "F Y -9ft", "F Y -10ft", "F Y -11ft", "F Y -12ft", "F Y -13ft", "F Y -14ft", "F Y -15ft", "F Y -16ft", "F Y -17ft", "F Y -18ft", "F Y -19ft", "F Y -20ft", "F Y -21ft", "F Y -22ft", "F Y -23ft", "F Y -24ft", "F Y -25ft", "F Y -26ft", "F Y -27ft", "F Y -28ft", "F Y -29ft", "F Y -30ft", "F Y -31ft", "F Y -32ft".
- Other Markings:** "C 83A", "C 81A", "C 80A", "C 79A", "C 78A", "C 77A", "C 76A", "C 75A", "C 74A", "C 73A", "C 72A", "C 71A", "C 70A", "C 69A", "C 68A", "C 67A", "C 66A", "C 65A", "C 64A", "C 63A", "C 62A", "C 61A", "C 60A", "C 59A", "C 58A", "C 57A", "C 56A", "C 55A", "C 54A", "C 53A", "C 52A", "C 51A", "C 50A", "C 49A", "C 48A", "C 47A", "C 46A", "C 45A", "C 44A", "C 43A", "C 42A", "C 41A", "C 40A", "C 39A", "C 38A", "C 37A", "C 36A", "C 35A", "C 34A", "C 33A", "C 32A", "C 31A", "C 30A", "C 29A", "C 28A", "C 27A", "C 26A", "C 25A", "C 24A", "C 23A", "C 22A", "C 21A", "C 20A", "C 19A", "C 18A", "C 17A", "C 16A", "C 15A", "C 14A", "C 13A", "C 12A", "C 11A", "C 10A", "C 9A", "C 8A", "C 7A", "C 6A", "C 5A", "C 4A", "C 3A", "C 2A", "C 1A", "C 0A", "C -1A", "C -2A", "C -3A", "C -4A", "C -5A", "C -6A", "C -7A", "C -8A", "C -9A", "C -10A", "C -11A", "C -12A", "C -13A", "C -14A", "C -15A", "C -16A", "C -17A", "C -18A", "C -19A", "C -20A", "C -21A", "C -22A", "C -23A", "C -24A", "C -25A", "C -26A", "C -27A", "C -28A", "C -29A", "C -30A", "C -31A", "C -32A".

12270

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. The NM and LNM are published by the Mariners published after the dates shown in the lower left hand corner. [www.nauticalcharts.noaa.gov](http://www.nauticalcharts.noaa.gov).

# 16



~~SCALE 1:40,000~~  
Nautical Miles

See Note on page 5.



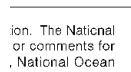


Figure 1 consists of two horizontal timelines. The top timeline is labeled 'Neutral' and has markers at 1 and 2. The bottom timeline is labeled 'Yard' and has markers at 1000, 0, 1000, and 2000. Both timelines show a sequence of alternating black and white rectangular blocks.

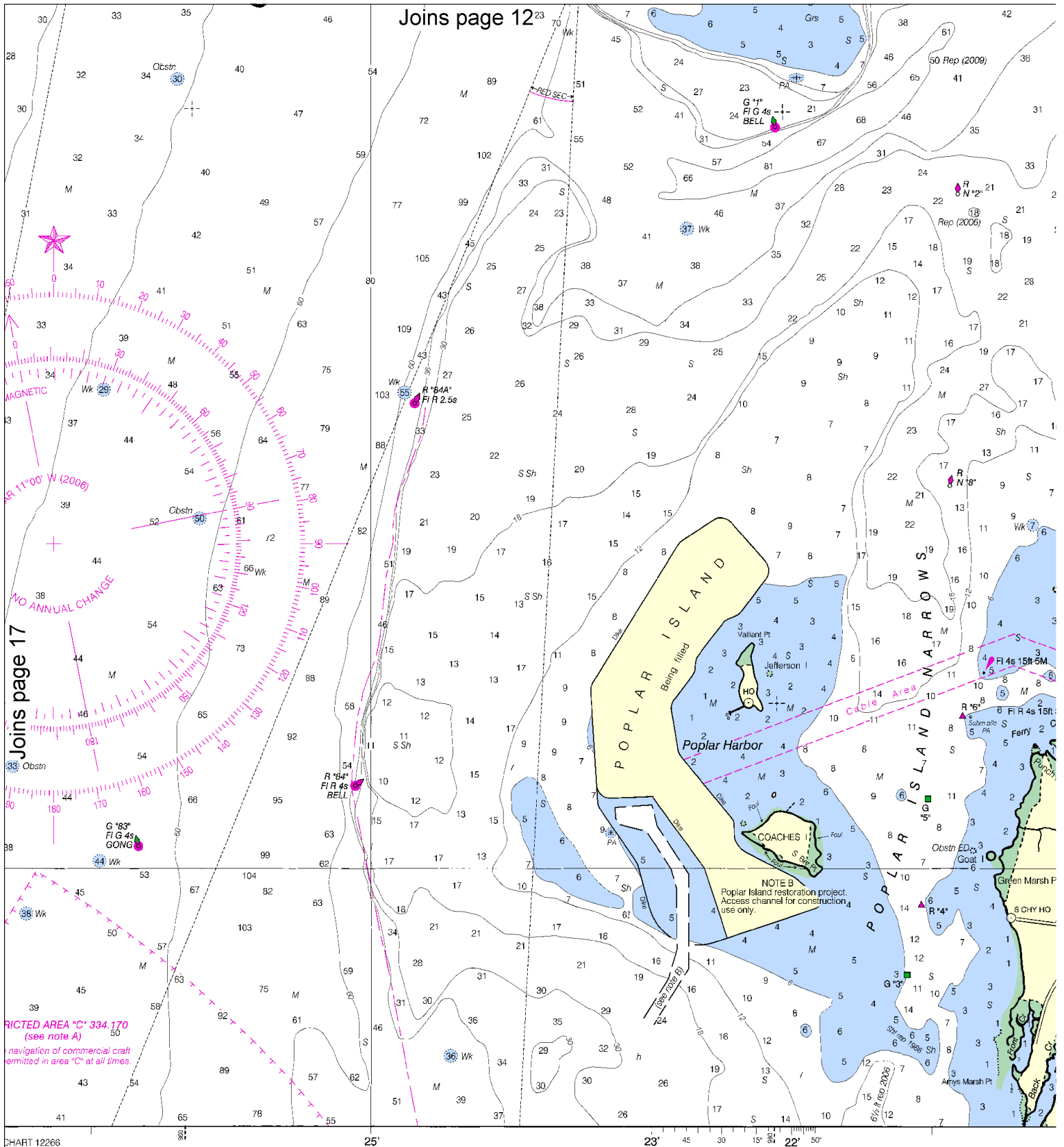


CHART 12266

SCALE 1:40,000

Nautical Miles



Yards



18



Printed at reduced scale.

SCALE 1:40,000

Nautical Miles



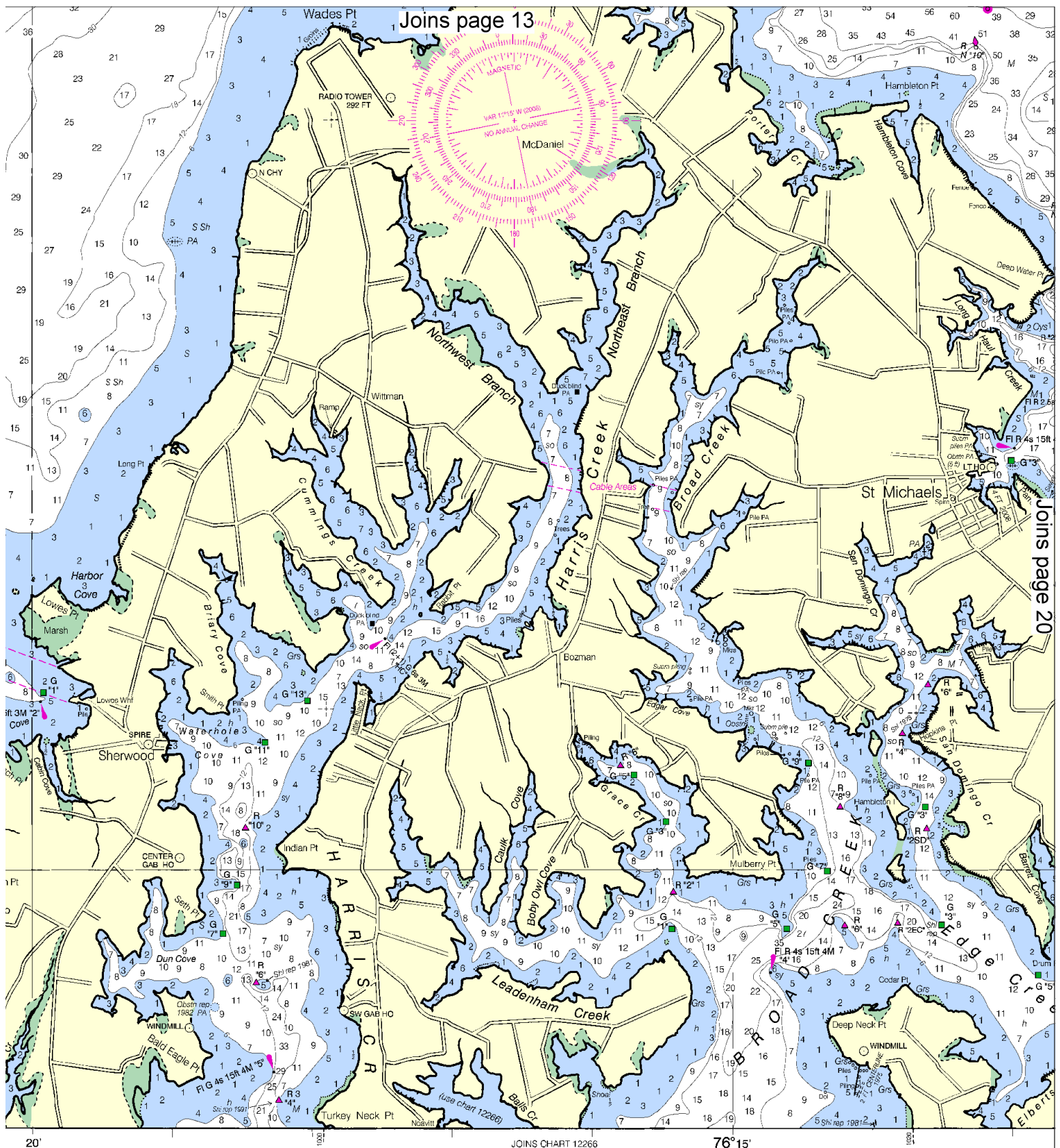
Yards



See Note on page 5.

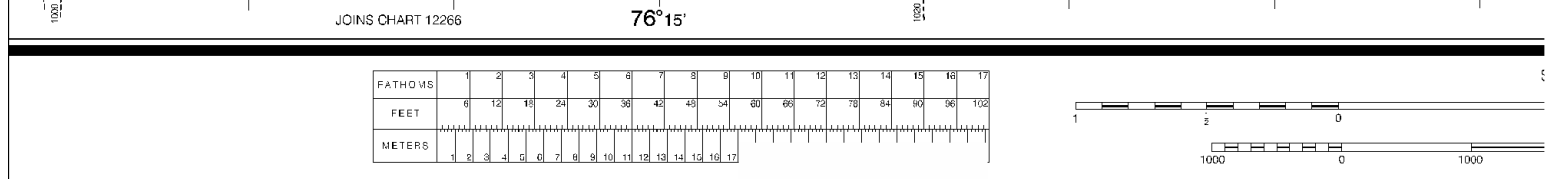
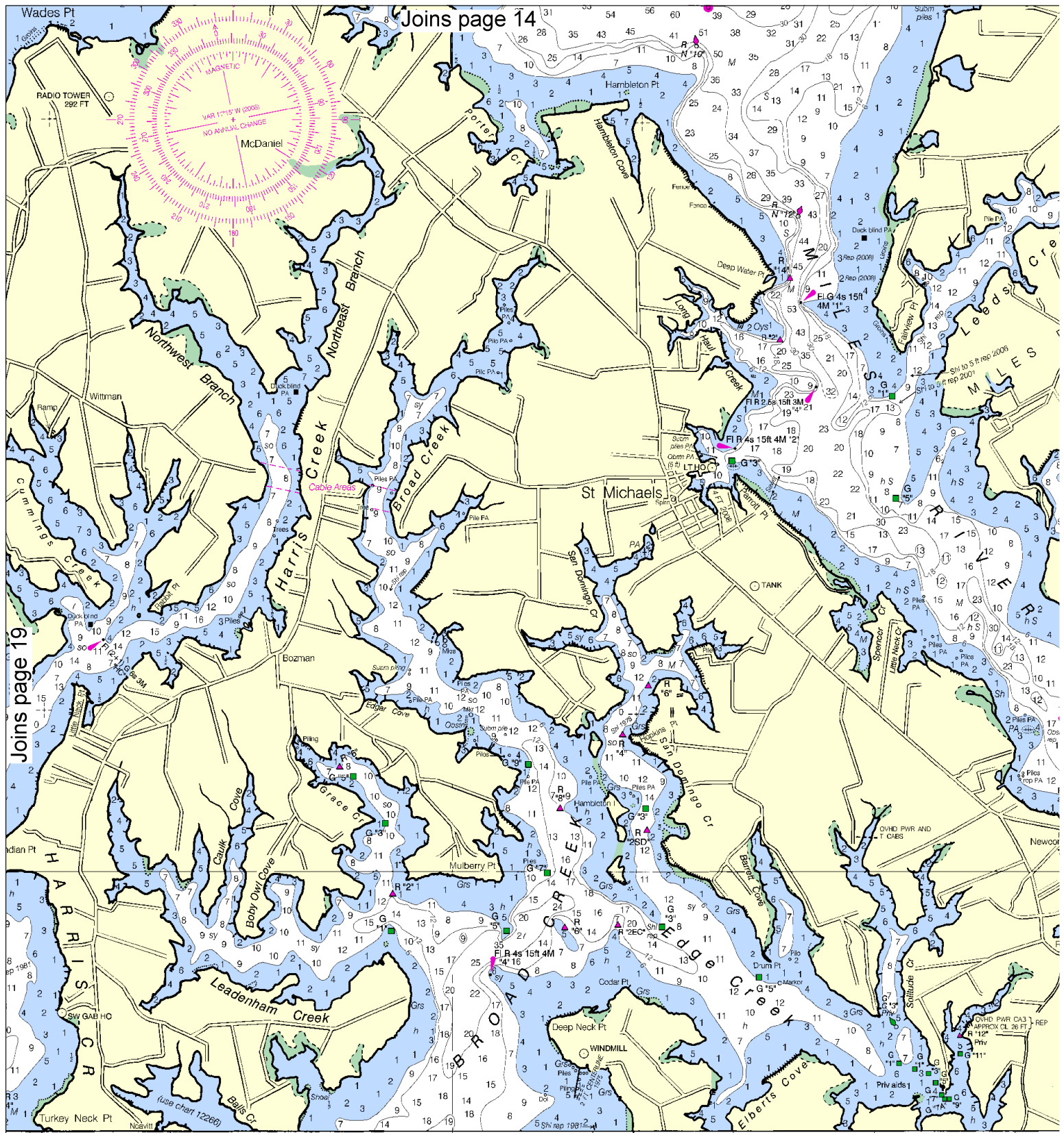
Published at the  
U.S. DEPARTMENT  
NATIONAL OCEANIC AND ATMOSPHERIC  
NATIONAL OCEANIC AND ATMOSPHERIC  
COAST AND GEODETIC SURVEY





Washington, D.C.  
 DEPARTMENT OF COMMERCE  
 HYDROGRAPHIC ADMINISTRATION  
 NAUTICAL SERVICE  
 CHART SURVEY







The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Baltimore, MD KEC-83 162.40 MHz  
Washington, DC KHB-36 162.55 MHz  
(Manassas, VA)  
Salisbury, MD KEC-92 162.475 MHz  
Sudlersville, MD WXX-97 162.50 MHz

#### AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

#### CAUTION

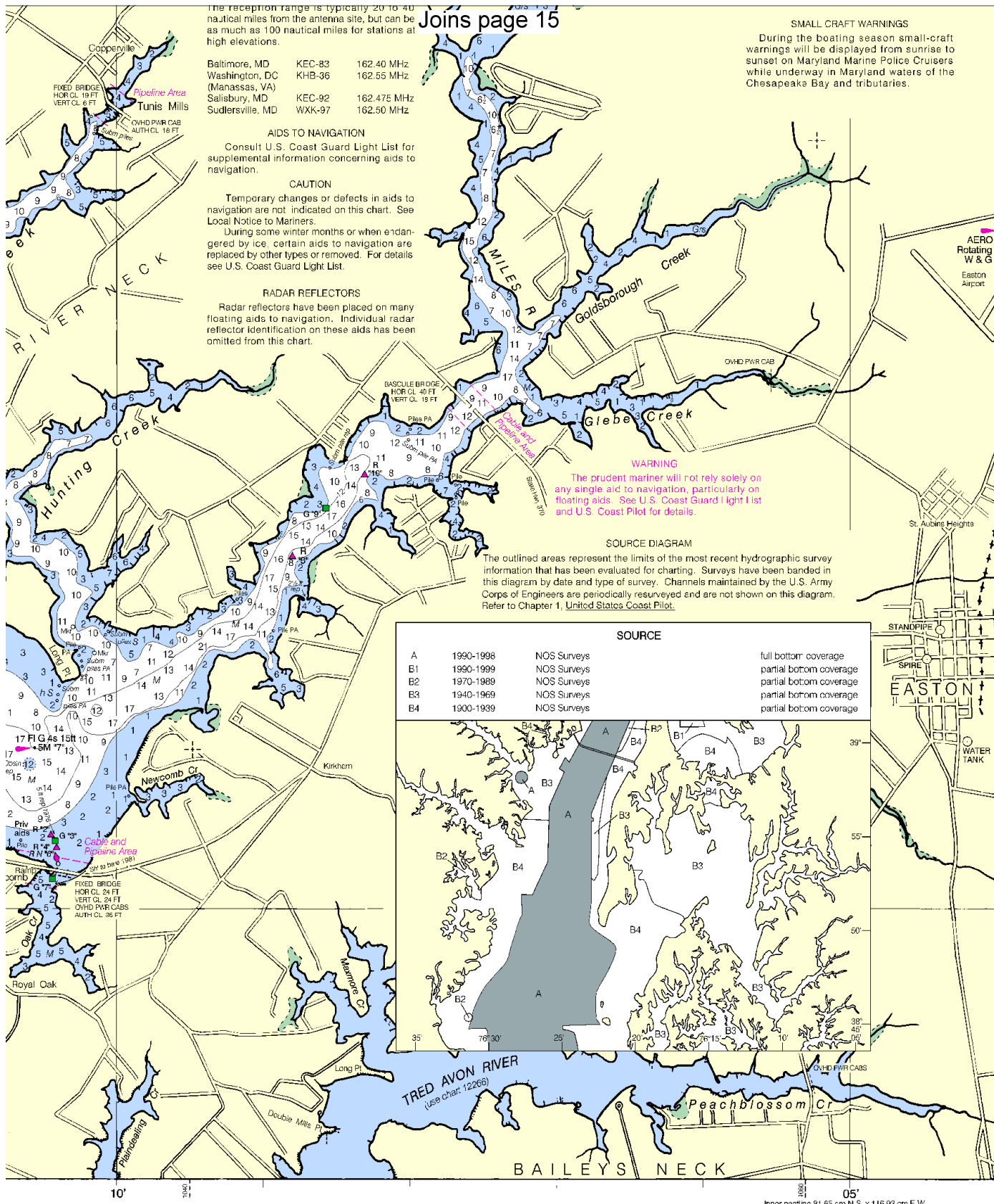
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.  
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

#### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

#### SMALL CRAFT WARNINGS

During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

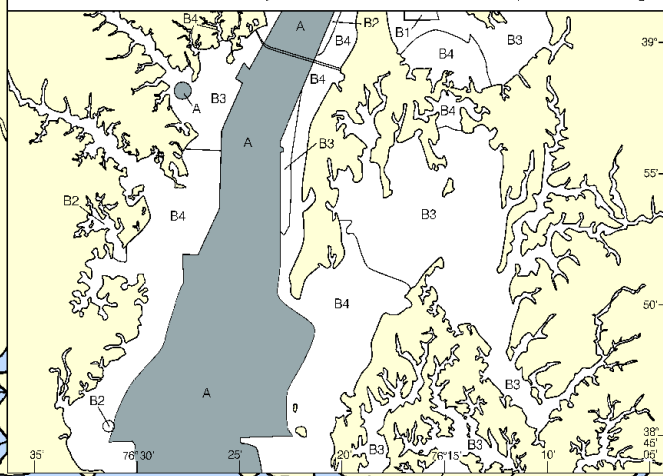


#### SOURCE DIAGRAM

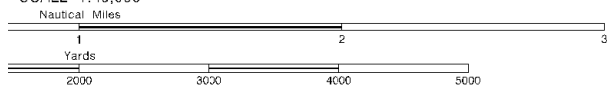
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

#### SOURCE

A	1990-1998	NOS Surveys	full bottom: coverage
B1	1990-1999	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



SCALE 1:40,000



Eastern Bay and South River

SOUNDINGS IN FEET - SCALE 1:40,000

12270



## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Intership safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue** – 800-418-7314/410-576-2525

**Coast Guard Annapolis** – 410-267-8108

**Coast Guard Little Creek** – 757-464-9371/9372

**Coast Guard Oxford** – 410-397-3103

**Maryland Natural Resources Police** – 410-260-8888

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes, producing over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Electronic Navigational Charts® (ENCs)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (RNCs)** – RNCs are georeferenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts™** – BookletCharts™ are reduced scale NOAA charts printed in page-sized pieces. The "home edition" can be downloaded from NOAA for free and printed. The "professional edition", containing additional boating, safety, and educational edition is available for NOAA chart agents or over the Internet.

**Official PocketCharts™** – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot®** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from official NOAA chart agents or downloaded for free at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated each week by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print on Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Chart No. 1, Nautical Chart Symbols** – This reference publication depicts basic chart elements and explains nautical chart symbols and abbreviations. Download it for free at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Coast Survey Navigation Managers** – These ambassadors to the maritime community maintain a regional presence for NOAA and help identify the challenges facing marine transportation and boating. They are listed at <http://nauticalcharts.noaa.gov/nsd/rep.htm>.

Internet sites: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).



# NOAA, the Nation's Chartmaker